

THE WEATHER
Fair today; not much change in temperature, tomorrow fair.
TEMPERATURE AT EACH HOUR

8	9	10	11	12	1	2	3	4	5
76	75	74	73	72	71	70	69	68	67

Evening Public Ledger

FINAL

VOL. IV—NO. 224

PHILADELPHIA, MONDAY, JUNE 3, 1918

COPYRIGHT, 1918, BY THE PUBLIC LEDGER COMPANY

PRICE TWO CENTS

U-BOATS SINK SEVEN AMERICAN VESSELS OFF COAST OF NEW JERSEY; SUBMARINE RAIDER SHELLS STEAMSHIP CAROLINA

REPORT TWO TANKERS SUBMARINE VICTIMS; 5 SCHOONERS SUNK

Germany's Ocean Pirates Claim Their Prey Within 75 Miles From Shore

ATLANTIC PORTS ORDERED CLOSED

Captain and Crew of Schooner Cole are Rescued—U-Boat Victims May Number Fifteen Vessels

New York, June 3. Germany has brought the great war to the very doors of the United States.

Two Teuton submarines have sunk at least seven American vessels within seventy-five miles of the Atlantic coast during the last twenty-four hours, according to the most dependable reports, and this number may be increased to fifteen.

The captain of a Canadian Pacific liner arriving here today reported that two tank steamers were sunk by German submarines about 150 miles off Sandy Hook between 7 and 8 o'clock last night.

The U-boats are operating along the New Jersey coast and have been reported as far north as Nantucket Shoals.

The schooners Edward H. Cole and Jacob S. Haskell are two of the vessels destroyed, while a third ship is known to have fallen prey to the German raiders.

The steamship Carolina was attacked while en route from Porto Rico with 220 passengers, according to reports received at Washington, New York and Boston. The Boston Chamber of Commerce had a report that the Carolina was sunk. The Washington and New York reports said she was being shelled.

The submarines were only seventy-five miles off Atlantic Highlands when they destroyed the schooner Cole with bombs.

The attacks by the submarines were made yesterday. The Navy Department at Washington announced that the Carolina S. O. S. came yesterday, instead of today, as first announced. At the same time it was stated that the navy had had no report of any attacks today.

Virtually all of the information given out during the day was in the Navy Department's possession last night.

Following the announcement of the activity of the U-boats on this side of the Atlantic the ports of New York and Boston were closed, with certain exceptions, by order of Secretary Daniels.

The port of Philadelphia was also closed, but was reopened later.

One of the steamships concerning which there is much anxiety is the City of Columbus, from Savannah to Boston, with several passengers and a large, valuable cargo.

The New York Maritime Exchange was reported to have a list of about fifteen vessels attacked or destroyed by raiders. The list was reported being held until it had been checked over with the Navy Department, and this afternoon officials of the Exchange refused to admit they had such a list.

The schooner Willey was reported shelled by a submarine. First news of the ocean pirates was given by the captain and crew of the schooner Cole, who were picked up at sea and brought to this port. They told of the two U-boats having appeared and given them ten minutes to take to the lifeboats, after which the vessel was sunk.

The report from Boston this afternoon that a United States destroyer had captured one of the submarines was not confirmed.

Vessel Nearing Port

The liner reporting the destruction of the tankers carried 150 passengers on her maiden voyage. She was traveling in a slow convoy. Last night at 7 o'clock, when the passengers were giving a dinner to the captain, a wireless message was received, saying:

"We are being attacked by a submarine."

The sender of the S. O. S. flashed the name of his vessel and its exact location also, but these facts were not disclosed.

Wireless Flasher News

A few minutes later came another wireless:

"We have been torpedoed."

The captain ordered his liner to leave the convoy and make with all speed for the nearest port. Several

other fast ships also broke away from the convoy, and with all lights dimmed made a dash for safety. The dinner to the captain broke up. Passengers donned their lifebelts and were ordered to their stations beside the lifeboats.

Half an hour later, as the liner was speeding through the night, another wireless message came:

"We are attacked."

This message gave the name of another tank steamer, also its location.

The liner could not turn from its course to go to the rescue. The last heard from the second vessel was a brief flash very faint:

"We are sinking. S. O. S."

The captain of the Canadian liner heard nothing further about the sub-

U-BOAT SHELLS SHIP WITH 220 PASSENGERS

Carolina, From Porto Rico, Under Fire by Submarine. One Report Says Steamship Has Been Sunk

New York, June 3. Word that the steamship Carolina with 220 passengers aboard, was shelled yesterday by a submarine, was received this afternoon by the New York and Porto Rico Steamship Company. The Carolina is en route here from San Juan, Porto Rico.

The passengers of the liner have taken to the lifeboats, according to information from Washington received by officials of the steamship line this afternoon.

Washington, June 3.—Orders were

U-BOAT TARGET IS OWNED HERE

Schooner Isabella B. Willey, Attacked Off New Jersey Coast, Philadelphian

NINE MEMBERS IN CREW

A Philadelphia owned vessel—the Isabella B. Willey—was one of the sea-craft attacked by German U-boats off the New Jersey coast. The Willey was reported as being shelled.

Two other vessels attacked were the Jacob S. Haskell and the Edward H. Cole. The latter was sunk.

The Isabella B. Willey was a three-masted schooner. Her owner is the Atlas Shipping Company, with a base in the Bourse Building.

She left Perth Amboy Saturday with a cargo for Newport News. There are nine members in her crew. Her commander is Captain T. I. Thomason.

The Willey was 160 feet long, and capable of carrying a cargo of 1200 tons.

The Edward H. Cole was a four-masted schooner owned by Crowell & Thurston, New York.

She arrived at an Atlantic port on May 7 with a cargo of sugar from a Caribbean port, whence she had sailed April 25. Captain Newcomb was her commandant.

The Edward H. Cole was 228 feet long, 42.2 feet in the beam and 29.7 feet was the depth of the hold. She was built in 1904 at Rockland, Me. She was capable of carrying 1791 tons gross and 1335 tons net.

MAY HAVE SEEN SHIPS SUNK

Passengers on Grecian Should Have Been Off Jersey Coast

Philadelphians on the steamship Grecian may have been eye-witnesses to the sinking of the New Jersey coast of American shipping by German U-boats.

The Grecian is owned by the Merchants and Miners Transportation Company and was bound for Boston. She reported the sinking of the schooner Willey. The Philadelphians on board are:

Mr. and Mrs. J. Allen, 6756 Marsden street.

Mr. and Mrs. J. W. Jones, who gave the business address, 308 Widener Building, when they booked passage.

Mr. and Mrs. W. J. Heister, 1534 North Thirty-fifth street.

Mr. and Mrs. E. Richardson, looked by Thomas Cook & Son and no address given.

The Grecian is commanded by Captain E. T. Fayer. She left Philadelphia yesterday morning and, according to the officials of the transportation company, had not been far up the New Jersey coast when she reached the U-boat zone. The ship is due in Boston tomorrow.

PORT HERE REOPENED

Order Issued After U-boat Net Is Closed Four Hours

Secretary of the Navy Daniels this afternoon ordered the port of Philadelphia reopened. A closing order had been issued in the morning after receipt of definite information of German submarine raids off the New Jersey coast. The port was closed from 10 o'clock a. m. to 2 o'clock p. m.

No vessels of a description except warships were allowed to leave the port while the Navy Department's order remained in effect.

All ships entering the port will be subjected to the closest scrutiny by port authorities and naval intelligence officials. There are now between twenty and thirty vessels in the harbor, including transatlantic steamships and sailing vessels and coastwise steamships.

As soon as Secretary Daniels's order was received the steel submarine net at Delaware City was closed. Ordinarily it is closed only at night.

RAIDS SPUR HOG ISLAND

Shipworkers, Excited by News, Manifest Greater Effort

News of the sinking of American ships by German submarines off the New Jersey coast, when received at Hog Island today, caused great excitement, but served as a stimulus to the shipworkers.

Telephones were busy during the afternoon anxious workers asking details of the raid.

In every case, after a worker had been given the details and returned to work, he did so with face set in a hard, determined way, and he invariably pledged his hammer with more zeal, as if realizing that he was striking a blow at the U-boat.

immediately flashed from shore wireless stations to the patrol fleet and to other vessels to go to aid of the Carolina.

The Carolina is a steel steamer of 5923 tons, built at Newport News in 1896. She is 381.5 feet long and has a beam of 47.8 feet.

The steamer originally was the steamer La Grande Duchesse of the Plant line and later was the City of Savannah, owned by the Ocean Steamship Company, of Boston.

SUBMARINE WAR NEAR U. S. SHORE

Sinking of Schooners Confirmed in Official Navy Department Statement

SEVERAL PORTS CLOSED

Washington, June 3. Official confirmation that the German submarines have actually carried the war into American coastal waters came from the Navy Department today. It authorized the announcement that three American schooners had been sunk by enemy submarines off the Atlantic coast.

The enemy submarines were shown to have operated less than forty miles off Barnegat, N. J. They operated with both bombs and gunfire.

Virtually the entire naval strength of the Atlantic fleet now on this side of the water is now in pursuit of the submarines. Officials privately said they felt confident that this is an attack in force.

The department did not deny that the number sunk might be much larger. It was stated, however, that up to noon the department had positive knowledge only of the sinking of three.

Navy Department Report

The complete Navy Department official statement was as follows:

"The Navy Department has been informed that three American schooners have been sunk off this coast by enemy submarines.

"The steamship Bristol arriving at New York this morning reported that the four-masted schooner Edward H. Cole was sunk by a submarine at 6:30 p. m. Sunday, fifty miles southeast of Barnegat, N. J., and that the Bristol rescued the crew and brought them to port.

"It also rescued the crew of another sailing vessel which was sunk. The Bristol reported that she encountered a submarine thirty-eight miles off Barnegat 4:20 p. m., Sunday, and that two submarines were operating in that locality.

"The steamship Grecian reported that the schooner Jacob S. Haskell was sunk by gunfire by a German submarine in the same general vicinity at noon Sunday. The crew was rescued.

"It was also reported that the Isabella D. Willey was shelled by a submarine.

"Captain Newcombe, of the Cole, stated that his vessel was attacked by a German submarine, which boarded him, took away his papers and placed bombs on board. The captain and crew took to the boats. Captain Newcombe stated that the submarine which attacked him was

Continued on Page Two, Column Five

TRYING TO END CAR STRIKE

Taft and Walsh Visit Scranton and Men Resume Work

Scranton, Pa., June 3.—Ex-President Taft and Frank P. Walsh, members of the national war labor board, came to Scranton last night, heard both sides to the dispute between the Scranton Railway Company and its employees, and before leaving for New York today announced that the board would send a representative here to take testimony dealing with the men's request for a flat rate of forty cents an hour.

The strike of the trolley employees, on for eight days, came to an end Sunday morning, announcement that Messrs. Taft and Walsh were on their way to the cars. The Scranton Railway Company is controlled by Philadelphia interests.

FIVE WOMEN DIE AS TRAIN WRECKS AUTO

All, With Another Seriously Hurt, Members of Red Cross Unit

ACCIDENT OCCURS NEAR JENKINTOWN

Victims Members of St Paul's Presbyterian Church, This City

ON WORK OF MERCY

Scranton Flyer on Reading Railway Crashes Into Motorcar

Five women were killed and a sixth was injured, probably fatally, this afternoon, when a motor car in which they were riding was struck by the Scranton Flyer at the Washington lane crossing of the Reading Railway, a quarter of a mile below Jenkintown station.

The six women, all members of the Red Cross Unit of St. Paul's Presbyterian Church, Fifth and Baltimore avenues, were on their way to Orland to make comfort kits for the soldiers.

The dead are: MRS. H. J. MARONEY, 4633 Hazel avenue; MRS. ALBERT H. EWELL, 4937 Walton avenue; MRS. MARGARET LANGACKER, 4933 Walton avenue; MRS. JENNIE PHILLIPS, Cedar avenue; MISS N. REED, Lansdowne.

Miss Margaret Wood Taylor, who made her home with her mother at the Pelham Hotel, in the Abington Hospital. Her condition is critical. She was picked up senseless and has not regained consciousness.

The car in which the women were riding, owned by Mr. Moroney, was traveling east on Washington lane. Mrs. Moroney was driving.

Whether she lost control of the machine or had been running at such a fast rate of speed that she was unable to apply the brakes quickly enough has not been established. The car descended the heavy grade on the west approach to the crossing at a fast rate of speed.

Safety gates down

Both safety gates were down and the evening watchman sounded a warning whistle as the motor car approached the crossing. The car plunged straight ahead and plunged through the lowered safety gates, which were smashed into kindling wood.

It reached the railroad tracks squarely in front of the oncoming locomotive. The big engine hit the frail machine almost directly in the middle. There was a sharp crash as the engine plowed through the light car.

The six women were hurled high in the air along with broken fragments of the automobile.

Three of the women were hurled down a sixty-foot embankment into Tacony Creek, which skirts the railroad tracks a short distance below the grade crossing. Workmen from the industrial plants in the neighborhood hastily formed a rescuing crew and dragged the bodies from the water in the creek.

Two of the three were dead when the rescuers reached them. The third died shortly afterward. The other women were found along the tracks a distance of fully 125 feet from the crossing.

First-aid methods were applied to the

Continued on Page Six, Column Four

GERMAN DRIVES WILL CONTINUE

Allies Expect Teutons to Deliver Powerful Blows Till November

SEE VICTORY IN 1920

By CLINTON W. GILBERT Staff Correspondent Evening Public Ledger

Washington, June 3.—Till November, when the Allies will have time to re-organize, they will keep delivering powerful blows upon the west front until cold weather. And the best hope of the Allies is that they will be able to stop each successive blow as it comes just as they stopped the blow at Amiens, the blow at the Channel ports and just as they appear to have stopped the present blow upon the Marne. When winter comes it is believed that Germany will have to slow up her efforts, for no big military operation has been carried through successfully during cold weather. During November, December, January and February, it is believed that the Allies will have time to re-organize scale sufficiently in man-power so that Germany will no longer be able to thrust the western line back at will. But it is not believed that the Allies will reach France in winning force before 1920.

This is the real expectation of those in authority, who view the prospects of the future coolly and without illusions. They acknowledge to themselves that there may be elements of weakness in the Central Powers which are not

Continued on Page Five, Column Four

When you think of writing, think of WRITING—L.A.

AMERICAN TRANSPORT ATTACKED OFF JERSEY COAST, IS REPORT

Washington, June 3.—An American transport has been attacked by a German U-boat off the New York coast, according to a report, which had received no official confirmation, late this afternoon.

It is understood the ship has sent an S. O. S. call to the radio station here and at ports along the Atlantic coast.

BASEBALL SCORES

ATHLETICS . . . 0 0 0 0 0 —
ST. LOUIS . . . 0 0 0 0 0 —

Gregg-McAvey; Shocker-Nummacker.

NATIONAL LEAGUE

CHICAGO . . . 0 0 0 0 1 0 2 3 0-5 12 1
BOSTON . . . 0 0 0 1 0 1 0 0 1-3 3 2

Tyler-Killefer; Neft-Henry.

PITTSBURGH . . . 1 1 0 0 0 0 0 —
NEW YORK . . . 2 0 0 0 0 0 0 —

Miller-Schmidt; Tesreau-McCart.

ST. LOUIS . . . 2 7 0 0 0 0 —
BROOKLYN . . . 6 0 0 5 0 1 —

Meadows-Gonzales; Grimes-Miller.

AMERICAN LEAGUE

WASHINGTON . . . 0 0 0 0 0 0 0 —
CLEVELAND . . . 2 0 0 0 0 0 0 —

Ayers-Pleinich; Covalskic-O'Neil.

BOSTON . . . 1 0 0 1 1 2 —
DETROIT . . . 0 0 0 0 0 0 0 —

Leonard-Schang; Dausa-Yelle.

NEW YORK . . . 1 0 0 0 0 1 0 —
CHICAGO . . . 0 0 6 0 1 0 2 —

Russell-Hannah; Cicotte-Schalk.

OTHER MAJOR LEAGUE GAMES POSTPONED

PROTEST AGAINST NEW RAILWAY WAGE SCALE

WASHINGTON, June 3.—Protests against the new wage scale announced by Director McAdeu, on recommendation of the Railway Wage Commission, are being received from shop workers' unions in all parts of the country. Up to this afternoon 150 separate complaints had been filed with the railway administration by unions, claiming the increases to be not sufficient.

Just how strongly expressed the protests are was not learned, although it is understood that many of the unions made it plain that they would not accept the terms of the new scale.

Further south on the La Motte village and the same distance west of Merville ten prisoners, trench mortars and a machine were taken.

The German positions stormed by starlight. The result proved the British positions considerably.

Paris, June 3.—French counter-attacks last drove the Germans back between Ourcq and the Marne, where enemy is making his greatest effort to advance toward Paris, the War Office announced today.

A violent German attack on the main highway from Ourcq to Paris paralleling the north bank of the Marne broke under French fire. The losses were heavy and a large number of prisoners were taken.

Official Communiqué
The communique is as follows:
French forces, counter-attacking yesterday evening, advanced several points between the Ourcq and the Marne rivers.

On each side of the Ourcq-Thierry-Paris road a violent man attack was broken by French fire.

Southeast of Boursonville, miles west of Chateau-Thierry, and everywhere else the positions are maintained.

The Germans suffered heavy losses and we took prisoners.

Employing the same tactics as last night, the Germans are trying to ward between the Ourcq and the Marne, it was indicated in the official statement.

They have made a serious attempt on this front, between Ourcq-Thierry, but the center, along the eastern bank of the Marne, and Rheims.

Paris, June 3.—The four officers of the President Lincoln reported missing are: Surgeon Lindsay C. Whitesides, Leighton, Pa.; Assistant Paymaster Andrew Mowat, Newport, R. I.; Assistant Paymaster J. E. Ardston or Ardston, United States naval force (no such name as Ardston or Ardston on the navy record); Lieutenant Edward V. K. Isaac, Fort Huachuca, Ariz. Lieutenant Isaac was taken prisoner by the submarine. Twenty-three enlisted men are reported missing from the President Lincoln.

SCHWAB VISITS CORNWELL'S SHIPYARD

Charles M. Schwab, director general of the Emergency Fleet Corporation, visited the Traylor shipyard at Cornwells, Pa., this afternoon.

UNION PACIFIC WINS TAX SUIT

WASHINGTON, June 3.—The Union Pacific Railroad Company today won in the Supreme Court its suit against taxing officials of Wild County, Col. The company alleged its property was taxed at one-third of the value while other property paid only one-fifth. The Supreme Court today decided the lower courts had erred, and directed a retrial on the motion for an injunction to prevent collecting of the tax.

HUGE COAL NEEDS FOR PRESENT YEAR

WASHINGTON, June 3.—Coal needs this year will be 100,000,000 tons in excess of production last year, Fuel Administrator Garfield stated today. Estimated needs of bituminous and anthracite coal for the year beginning April 1, 1918, are placed at 735,000,000 tons. The total production last year was about 633,000,000 tons.

PENNSYLVANIANS AMONG LINCOLN'S MISSING

WASHINGTON, June 3.—The four officers of the President Lincoln reported missing are: Surgeon Lindsay C. Whitesides, Leighton, Pa.; Assistant Paymaster Andrew Mowat, Newport, R. I.; Assistant Paymaster J. E. Ardston or Ardston, United States naval force (no such name as Ardston or Ardston on the navy record); Lieutenant Edward V. K. Isaac, Fort Huachuca, Ariz. Lieutenant Isaac was taken prisoner by the submarine. Twenty-three enlisted men are reported missing from the President Lincoln.

FRENCH W. GROUND ON THE MARNE

Enemy Drive Vain on Chateau-Thierry Highroad

ALLIES GAIN IN OURCQ VALLEY

British Take High Ground and Trenches Near Strazele

PROGRESS IN PICARDY AND FLANDERS FIELDS

Crown Prince in North Marne Side of Chateau Thierry

GERMAN LOSS HEAVY

Entente Capitals Optimistic Stand of Foch's Reserves

With the British Armies in France June 3.

British forces attacked on Strazele-Lamotte sector (a front about three and a half miles and northwest of Merville) at about three and a half miles high ground and enemy trenches, Strazele and several farms in same locality.

The British took 140 prisoners, including three officers.

Further south on the La Motte village and the same distance west of Merville ten prisoners, trench mortars and a machine were taken.

The German positions stormed by starlight. The result proved the British positions considerably.

Paris, June 3.—French counter-attacks last drove the Germans back between Ourcq and the Marne, where enemy is making his greatest effort to advance toward Paris, the War Office announced today.

A violent German attack on the main highway from Ourcq to Paris paralleling the north bank of the Marne broke under French fire. The losses were heavy and a large number of prisoners were taken.

Official Communiqué
The communique is as follows:
French forces, counter-attacking yesterday evening, advanced several points between the Ourcq and the Marne rivers.

On each side of the Ourcq-Th